



**COLORADO**  
**Department of Transportation**  
 Statewide Bridge and Tunnel Enterprise

2829 W Howard Place  
 Denver, CO 80204-2305

**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 17, 2022**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2022-23 FINAL ANNUAL BUDGET ALLOCATION PLAN**

**Purpose:**

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2022-23 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approval.

**Action:**

The Board is being asked to review a FY 2022-23 Final Annual Budget Allocation Plan.

**Background:**

In November 2021, the BTE Board approved resolution #BTE-2021-11-03, adopting a Final Proposed Annual Budget Plan for FY 2022-23. In coordination with the Office of Financial Management and Budget (OFMB). BTE staff has reviewed current revenue projections and proposed allocations to determine if any changes need to be made and is presenting a FY 2022-23 Final Annual Budget Allocation Plan.

**Details:**

Estimated Bridge and Tunnel Enterprises revenues for FY 2022-23 are \$145.2 million. This total includes \$20.1 million in forecast revenues from the Bridge and Tunnel Impact Fee and Retail Delivery Fee created with the passage of Senate Bill (SB) 21-260 Sustainability of the Transportation System. There have been no changes to the FY 2022-23 revenue projections presented to the Board in November 2021. Staff also reviewed the proposed allocations and have increased line 13 by \$4,370 to account to for additional staff compensation costs due to common policy adjustments. No additional changes have been made. Overall projected revenues have been allocated to the following budget categories in the FY 2022-23 budget for Fund 538:

- *Line 19: \$1,613,833 for Administrative & Operating Activities.* Funding in the category is used for costs related to annual staffing, program management and financing programs. Staff are currently working to identify the level of internal and consultant staffing needed to stand-up and operate the newly created tunnel portion of the Enterprise while still supporting the ongoing base bridge program. While a plan is still being finalized, staff anticipates that any additional level of effort can be accommodated within the proposed budget.
- *Line 23: \$320,000 for Support Services.* Support services funding allows BTE to provide supplemental staffing or services on an as-needed or short-term basis thereby enabling BTE eligible projects and the BTE program to meet required schedules. An example of an activity



performed under this category is scoping work, which is the process of evaluating BTE eligible structures to establish a scope of work for an upcoming project, developing an initial cost estimate, identifying potential project risks, and recommending a course of action to streamline project delivery and maximize return on investment.

- *Line 27: \$750,000 for Maintenance.* BTE is responsible for paying CDOT to perform routine maintenance of all BTE bridges on its behalf. Major activities include snow removal, sweeping and trash removal. The FY 2022-23 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges well as structures that are forecasted to be transferred from CDOT to BTE.
- *Line 31: \$0 for Bridge Preservation.* In FY 2012-13 a Pilot Preservation Agreement (Agreement) was executed between the legacy Bridge Enterprise (BE) program and CDOT to initiate a Pilot Bridge Preservation Program. Per the Agreement, BE would be budgeting \$100,000 for exploring preservation techniques on BE bridges. Currently, BTE has a prior year bridge preservation budget balance available to use and will not be allocating any additional funding in FY 2022-23. In past years, BTE has used these funds to participate in various efforts with CDOT including:
  - A parolee preventative maintenance program with CDOT maintenance;
  - A study of Floyd Hill, (structure F-15-BL) with CDOT Staff Bridge Branch, including purchasing sensors and monitoring equipment to obtain data regarding bridge stability in order to determine if there is any action required to keep the existing structure in service; and
  - A pilot project with Staff Bridge Branch to develop a new split timber stringer repair specification with the goals of: evaluating the potential of the repair specification to meet BTE goals for structure rehabilitations, reducing future maintenance costs by eliminating emergency repairs due to progressive failure, and increasing the load carrying capacity of the existing structures to remove load restrictions on key freight corridors throughout the state.
- *Line 36: \$48,036,249 for Debt Service and Availability Payments.* Funding in this category includes payments for the Series 2019A refunded bonds, the 2010A bond issuance and the BTE share of the Central 70 availability payment for FY 2022-23.
- *Line 40: \$94,466,655 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program projects based on the BTE Four-Year Plan and Statewide Transportation Improvement Plan (STIP). Requests to allocate this funding to individual BTE projects will be brought before the Board of Directors via the monthly budget supplement process. A key item to note, staff anticipates bringing a budget supplement request to use FY 2022-23 BTE Construction Program funds to budget the \$30.3 million in Central 70 contingency funds previously authorized by the Board under Resolution #BE-17-11-1.

### Options and Recommendations:

1. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan, without changes. **Staff Recommendation.**
2. Direct staff to return in March for adoption of the FY 2022-23 Final Annual Budget Allocation Plan with changes requested by the Board.

### Next Steps:

Staff will return in March for approval and adoption of a FY 2022-23 Final Annual Budget Allocation Plan.

### Attachment:

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 FY 2022-23 Final Annual Budget Allocation Plan



**Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2022-23 Final Annual Budget Allocation Plan**  
**Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538**

Line Item	Budget Item	Estimated Revenues	Draft Allocations
1	<b>Estimated Fiscal Year 2022-23 Revenue</b>		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 12,680,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 7,452,296	
5	Interest Earnings	\$ 1,280,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	<b>Total Estimated Revenue</b>	<b>\$ 145,186,737</b>	
9			
10	<b>Estimated Allocations</b>		
11	<b>Administrative &amp; Operating Activities (Cost Centers B8800-538 and B88AD-538)</b>		
12	Bridge and Tunnel Enterprise Program Management		\$ (1,300,000)
13	CDOT Staff Compensation		\$ (124,833)
14	Attorney General Legal Services		\$ (40,000)
15	Annual Audit		\$ (35,000)
16	Operating Expenses		\$ (4,000)
17	Trustee Fee		\$ (10,000)
18	Other consulting		\$ (100,000)
19	<b>Total Administrative &amp; Operating Activities</b>		<b>\$ (1,613,833)</b>
20			
21	<b>Support Services (Cost Center B88SP-538)</b>		
22	Additional Project and Program Support Services		\$ (320,000)
23	<b>Total Support Services</b>		<b>\$ (320,000)</b>
24			
25	<b>Maintenance (Cost Center B88MS-538)</b>		
26	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (750,000)
27	<b>Total Maintenance</b>		<b>\$ (750,000)</b>
28			
29	<b>Preservation (Cost Center B88BP-538)</b>		
30	Bridge and Tunnel Preservation		\$ -
31	<b>Total Preservation</b>		<b>\$ -</b>
32			
33	<b>Debt Service and Availability Payments</b>		
34	2010A and 2019A Bond Debt Service		\$ (17,181,000)
35	Central 70 Availability Payment		\$ (30,855,249)
36	<b>Total Debt Service and Availability Payments</b>		<b>\$ (48,036,249)</b>
37			
38	<b>Construction Program</b>		
39	Funding for Bridge and Tunnel Enterprise Projects		\$ (94,466,655)
40	<b>Total Construction Program</b>		<b>\$ (94,466,655)</b>
41			
	<b>Total Fund 538 FY 2021-22 Revenues</b>	<b>\$ 145,186,737</b>	
	<b>Total Fund 538 FY 2021-22 Allocations</b>		<b>\$ (145,186,737)</b>
	<b>Remaining Unbudgeted Funds</b>		<b>\$ -</b>

